X-SWAY.COM

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VW AND PORSCHE AXLE INSTRUCTIONS

NOTE: X-Sway Axles must be installed by a qualified mechanic. REMOVAL:

1. Check the box for one right RIGHT axle marked with an "R", and one LEFT AXLE marked with an "L", and the instruction sheet. IRS axles will also have a plastic bag that contains the circlips. The RIGHT axle should be installed on the right side of the car and the LEFT axle on the left side of the car. It does not matter if you flip the axle end for end, but it should be installed on the side marked.

2. Drive the vehicle onto a flat, clean cement or asphalt surface. Raise the vehicle and support it with safety stands. DO NOT WORK UNDER A VEHICLE THAT IS NOT SUPPORTED WITH SAFETY STANDS. The safety stands should be placed so that the rear of the vehicle is supported from the frame. Do not support the rear of the vehicle from any part of the suspension, tires or wheels.

3. Remove tires and wheels. Remove the bolts retaining the CV joint to the flange on the transmission and the stub axle end.

INSTALLATION:

1. Grease the splines on each end of each axle. Remove the CV joints and stock dust boots from the old axles and put them on the new axles. Now is a good time to clean and re grease the CV joints. Install new boots if needed. We have found that any good Moly Sulfidide grease is a good choice for the CV jounts. Install the left axle marked with an "L" on the left (driver) side of the vehicle. Install the

other axle marked “R” on the right side. If both ends of the axle have the same spline, it does not matter which end goes to the transmission or the stub axle as long as the right axle is on the right side and the left one is on the left. After installing the CV joints on the axles, install the circlip on each end. You can use a Tie Rap to hold the boot in place.

2. Re install the axles into the car. Tighten the CV bolts to the specified torque for your car. Before lowering the car to the ground, spin the wheel and listen for any noise or clicking. Any noise may indicate that the angle that the CV joint is operating is too high. At full droop, check to see that you have at least 1/8” of end play between the circlip on the end of the axle and the CV center with the star centered in its lateral travel. Too short an axle and no lateral travel in the CV joint at full droop is a common cause of CV/axle problems.

3. Installation is complete.

GENERAL INFORMATION: Take care not to scratch, ding or otherwise damage the outside surface of the axles. Doing so may reduce the life of the axle. Rusty axles may cause premature breakage and failure. These axles are typically smaller than the stock units so that they act as a spring between the transmission and the stub axle. This saves damage to the transmission. VW 33 tooth axles are generally made for engines with 200 horse power or less. Use the 28 tooth 930 axles for more horsepower or larger engines. V6 and V8 engines with more than 300 HP will require axles made from 300M.